

RTIP ID# <i>(required)</i> RIV010206				
TCWG Consideration Date February 24, 2015				
Project Description <i>(clearly describe project)</i> The City of Lake Elsinore (City), in cooperation with Caltrans District 8, proposes at Interstate 15 (I-15)/Railroad Canyon Road Interchange and I-15/Franklin Street: construct new full interchange at Franklin Street, reconstruct/widen Franklin Street overcrossing from 2 to 4 lanes, reconstruct/widen railroad undercrossing from 4 to 6 lanes (Summerhill Drive to Casino Road), reconfigure ramps, add auxiliary lanes from new Franklin Street interchange to Railroad Canyon Road, add ramp deceleration/acceleration lanes at Railroad Canyon Road and Franklin Street, realign southbound entry ramp at Main Street, and new Railroad Canyon Road northbound entry plus southbound exit ramps.				
Alternative 1. No Build Alternative.				
Alternative 2. Reconstruct the northbound ramps to a hook ramp configuration to Grape Street; eliminate the existing northbound diagonal entrance ramp at Railroad Canyon Road; and maintain a diamond configuration for the southbound ramps at Railroad Canyon Road with a new interchange at Franklin Street.				
Alternative 3. Reconstruct the northbound ramps to a hook ramp configuration to Grape Street; eliminate the existing northbound diagonal entrance ramp at Railroad Canyon Road; reconstruct the southbound ramps to a hook configuration to Casino Road; and eliminate the existing southbound diagonal exit ramp at Railroad Canyon Road with a new interchange at Franklin Street.				
Alternative 4. Reconstruct the five signalized intersection (Mission Trail-Lake Shore Drive, Casino Drive-Auto Center Drive, Southbound Ramps, Northbound Ramps, and Grape Street-Summerhill Drive) to yield control intersection (Roundabouts) along Railroad Canyon Road; Reconstruct/Widen the Southbound and Northbound Ramps with a New Interchange at Franklin Street.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange and construct a new interchange				
County Riverside	Narrative Location/Route & Postmiles: At I-15/Railroad Canyon Road Interchange & The City of Lake Elsinore (City), in cooperation with Caltrans District 8, proposes at Interstate 15 (I-15)/Railroad Canyon Road Interchange and I-15/Franklin Street: construct new full interchange at Franklin Street, reconstruct/widen Franklin Street overcrossing from 2 to 4 lanes, reconstruct/widen railroad undercrossing from 4 to 6 lanes (Summerhill Drive to Casino Road), reconfigure ramps, add auxiliary lanes from new Franklin Street interchange to Railroad Canyon Road, add ramp deceleration/acceleration lanes at Railroad Canyon Road and Franklin Street, realign southbound entry ramp at Main Street, and new Railroad Canyon Road northbound entry plus southbound exit ramps. 8-RIV-15 PM 16.3/21 Caltrans Projects – EA No. 0A4400			
Lead Agency: City of Lake Elsinore				
Contact Person Walter Allison	Phone# (951) 674-3124	Fax# (951) 674-8761	Email wallison@lake-elsinore.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other
Scheduled Date of Federal Action: January 2016				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				

Exempt		Section 326 –Categorical Exclusion		X	Section 327 – Non Categorical Exclusion
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	2014	2016	2016	2018	
End	2016	2017	2017	2019	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the proposed project is to relieve existing and future congestion, eliminate two of the five closely spaced traffic signals along Railroad Canyon Road, and to improve the overall operational characteristics of the Railroad Canyon Road interchange by providing new freeway access to relieve congestion at the adjacent interchanges.					
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Surrounding land uses within the project area include residential, commercial, hotels, a church, light industrial, and vacant land.					
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Railroad Canyon Road 2019 Alt 1 (No Build) , ADT = 36,680, Truck ADT = 2,934 (8%), LOS: A-F 2019 Alt 2, ADT = 27,980, Truck ADT = 2,238 (8%), LOS: A-D 2019 Alt 3, ADT = 28,010, Truck ADT = 2,241 (8%), LOS: B-D 2019 Alt 4, ADT = 38,650, Truck ADT = 3,092 (8%), LOS: A-B					
RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Railroad Canyon Road 2040 Alt 1 (No Build), ADT = 52,050, Truck ADT = 4,164 (8%), LOS: F 2040 Alt 2, ADT = 29,780, Truck ADT = 2,382 (8%), LOS: C-E 2040 Alt 3, ADT = 29,780, Truck ADT = 2,382 (8%), LOS: B-E 2040 Alt 4, ADT = 38,620, Truck ADT = 3,090 (8%), LOS: A-C					
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Franklin Street 2019 Alt 1 (No Build), ADT = 7,590, Truck ADT = 607 (8%), LOS: A-C 2019 Alt 2, ADT = 7,590, Truck ADT = 607 (8%), LOS: A-C 2019 Alt 3, ADT = 7,590, Truck ADT = 607 (8%), LOS: A-C 2019 Alt 4, ADT = 7,590, Truck ADT = 607 (8%), LOS: A-C RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT Franklin Street 2040 Alt 1 (No Build), ADT = 10,080, Truck ADT = 806 (8%), LOS: B-F 2040 Alt 2, ADT = 11,380, Truck ADT = 910 (8%), LOS: A-C 2040 Alt 3, ADT = 11,380, Truck ADT = 910 (8%), LOS: A-C 2040 Alt 4, ADT = 11,380, Truck ADT = 910 (8%), LOS: A-C					

<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is an interchange reconstruction project (Railroad Canyon Road) and a new interchange construction project (Franklin Street) that does not increase the capacity of I-15. This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations. Based on the Supplemental Traffic Impact Analysis (October 2014), the proposed Build Alternatives would increase the capacity of Railroad Canyon Road and Franklin Street. However, the traffic volumes would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, the total truck percentages along Railroad Canyon Road and Franklin Street would not exceed the 8 percent criteria, and the total truck average annual daily traffic (AADT) would not exceed the 10,000-vehicle criteria for POAQC. The future traffic volumes along Railroad Canyon Road, Franklin Street, and other local roadways are shown in Tables 1 and 2.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the Supplemental Traffic Impact Analysis (October 2014), the proposed Build Alternatives would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3, 4, 5, 6, 7, 8, 9, and 10.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed Build Alternatives meet the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed Build Alternatives would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table 1 2019 Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	Alt 1 Traffic Volumes	Alt 2 Traffic Volumes	Alt 3 Traffic Volumes	Alt 4 Traffic Volumes
Railroad Canyon Road	36,680/2,934	27,980/2,238	28,010/2,241	36,670/2,934
Franklin Street	7,590/607	7,590/607	7,590/607	7,590/607
Main Street	10,010/801	10,010/801	8,660/693	8,660/693
Grape Street	15,060/1,205	27,690/2,215	27,690/2,215	8,880/710
Casino Drive	6,970/558	6,970/558	23,520/1,882	6,940/555
Auto Center Drive	6,640/531	6,640/531	6,700/536	6,610/529
Mission Trail	14,700/1,176	14,700/1,176	11,470/918	14,700/1,176
Lakeshore	12,830/1,026	12,830/1,026	12,830/1,026	12,830/1,026
Camino Del Norte	3,590/287	3,590/287	2,720/218	2,720/218

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 2 2040 Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	Alt 1 Traffic Volumes	Alt 2 Traffic Volumes	Alt 3 Traffic Volumes	Alt 4 Traffic Volumes
Railroad Canyon Road	52,050/4,164	29,780/2,382	29,780/2,382	38,620/3,090
Franklin Street	10,080/806	11,380/910	11,380/910	11,380/910
Main Street	21,870/1,750	21,870/1,750	21,870/1,750	21,870/1,750
Grape Street	21,370/1,710	32,800/2,624	32,800/2,624	19,940/1,595
Casino Drive	9,890/791	8,740/699	24,310/1,945	8,740/699
Auto Center Drive	9,410/753	8,130/650	9,000/720	8,130/650
Mission Trail	20,860/1,669	19,060/1,525	17,020/1,362	19,060/1,525
Lakeshore	18,200/1,456	18,200/1,456	18,200/1,456	18,200/1,456
Camino Del Norte	15,980/1,278	15,980/1,278	15,980/1,278	15,980/1,278

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 3 2019 without Project (Alternative 1) Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street at Avenue 6 (Stop Condition)	12.4	B	22.1	C
Franklin Street at Auto Center Drive	6.0	A	9.7	A
Franklin Street at Canyon View Drive-Grunder Drive (Stop Condition)	9.9	A	12.6	B
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	7.9	A	7.3	A
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	20.8	C	25.8	C
Railroad Canyon Road at I-15 SB Ramps	27.7	C	67.0	E
Railroad Canyon Road at I-15 NB Ramps	148.2	F	125.1	F
Railroad Canyon Road at Grape Street-Summerhill Drive	37.3	D	63.3	E
Main Street at I-15 SB Ramps (Stop Condition)	28.3	D	58.6	F
Main Street at I-15 NB Ramps (Stop Condition)	161.3	F	183.9	F
Main Street at Camino Del Norte (Stop Condition)	18.9	C	41.4	E

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 4 2019 Alternative 2 Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street at Avenue 6 (Stop Condition)	12.4	B	22.1	C
Franklin Street at Auto Center Drive	6.0	A	9.7	A
Franklin Street at Canyon View Drive-Grunder Drive (Stop Condition)	9.9	A	12.6	B
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	6.1	A	7.6	A
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	9.4	A	11.2	B
Railroad Canyon Road at I-15 SB Ramps	12.8	B	16.6	B
Railroad Canyon Road at I-15 NB Ramps	33.4	C	36.9	D
Railroad Canyon Road at Grape Street-Summerhill Drive	11.3	B	19.5	B
Main Street at I-15 SB Ramps (Stop Condition)	28.3	D	58.6	F
Main Street at I-15 NB Ramps (Stop Condition)	161.3	F	183.9	F
Main Street at Camino Del Norte (Stop Condition)	18.9	C	41.4	E

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 5 2019 Alternative 3 Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street at Avenue 6 (Stop Condition)	12.4	B	22.1	C
Franklin Street at Auto Center Drive	6.0	A	9.7	A
Franklin Street at Canyon View Drive- Grunder Drive (Stop Condition)	9.9	A	12.6	B
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	13.9	B	17.4	B
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	11.5	B	11.3	B
Railroad Canyon Road at I-15 SB Ramps	9.9	A	14.4	B
Railroad Canyon Road at I-15 NB Ramps	33.0	C	15.0	B
Railroad Canyon Road at Grape Street- Summerhill Drive	11.7	B	39.9	D
Main Street at I-15 SB Ramps (Stop Condition)	28.3	D	58.6	F
Main Street at I-15 NB Ramps (Stop Condition)	161.3	F	183.9	F
Main Street at Camino Del Norte (Stop Condition)	18.9	C	41.4	E

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 6 2019 Alternative 4 Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street at Avenue 6 (Stop Condition)	12.4	B	22.1	C
Franklin Street at Auto Center Drive	6.0	A	9.7	A
Franklin Street at Canyon View Drive-Grunder Drive (Stop Condition)	9.9	A	12.6	B
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	9.8	A	13.4	B
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	7.1	A	8.9	A
Railroad Canyon Road at I-15 SB Ramps	10.1	B	9.0	A
Railroad Canyon Road at I-15 NB Ramps	7.7	A	8.4	A
Railroad Canyon Road at Grape Street-Summerhill Drive	9.8	A	11.9	B
Main Street at I-15 SB Ramps (Stop Condition)	28.3	D	58.6	F
Main Street at I-15 NB Ramps (Stop Condition)	161.3	F	183.9	F
Main Street at Camino Del Norte (Stop Condition)	18.9	C	41.4	E

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 7 2040 without Project (Alternative 1) Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street at Avenue 6 (Stop Condition)	16.5	B	119.7	F
Franklin Street at Auto Center Drive	6.2	A	11.1	B
Franklin Street at Canyon View Drive-Grunder Drive (Stop Condition)	10.6	B	16.4	C
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	9.9	A	13.1	B
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	92.5	F	257.6	F
Railroad Canyon Road at I-15 SB Ramps	134.3	F	442.0	F
Railroad Canyon Road at I-15 NB Ramps	384.0	F	439.2	F
Railroad Canyon Road at Grape Street-Summerhill Drive	137.1	F	164.7	F
Main Street at I-15 SB Ramps (Stop Condition)	733.5	F	3,845.0	F
Main Street at I-15 NB Ramps (Stop Condition)	6,759.0	F	5,837.0	F
Main Street at Camino Del Norte (Stop Condition)	2,015.0	F	1,566.0	F

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 8 2040 Alternative 2 Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street-Avenue 6 at Auto Center Drive	28.1	C	25.1	C
Franklin Street at SB Ramps	10.1	B	14.1	B
Franklin Street at NB Ramps	11.3	B	9.4	A
Franklin Street at Camino Del Norte	4.9	A	7.3	A
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	7.3	A	16.3	B
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	10.1	B	11.2	B
Railroad Canyon Road at I-15 SB Ramps	15.9	B	21.3	C
Railroad Canyon Road at I-15 NB Ramps	39.0	D	35.5	D
Railroad Canyon Road at Grape Street-Summerhill Drive	25.6	C	78.1	E
Main Street at I-15 SB Ramps	14.8	B	37.0	D
Main Street at I-15 NB Ramps	20.6	C	11.2	B
Main Street at Camino Del Norte	12.2	B	20.8	C

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 9 2040 Alternative 3 Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street-Avenue 6 at Auto Center Drive	28.1	C	25.1	C
Franklin Street at SB Ramps	10.1	B	14.1	B
Franklin Street at NB Ramps	11.3	B	9.4	A
Franklin Street at Camino Del Norte	4.9	A	7.3	A
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	16.2	B	26.9	C
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	10.3	B	13.2	B
Railroad Canyon Road at I-15 SB Ramps	10.7	B	24.5	C
Railroad Canyon Road at I-15 NB Ramps	15.7	B	18.2	B
Railroad Canyon Road at Grape Street-Summerhill Drive	34.9	C	61.0	E
Main Street at I-15 SB Ramps	14.8	B	37.0	D
Main Street at I-15 NB Ramps	20.6	C	11.2	B
Main Street at Camino Del Norte	12.2	B	20.8	C

Source: Supplemental Traffic Impact Analysis, October 2014.

Table 10 2040 Alternative 4 Intersection LOS

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
Franklin Street-Avenue 6 at Auto Center Drive	28.1	C	25.1	C
Franklin Street at SB Ramps	10.1	B	14.1	B
Franklin Street at NB Ramps	11.3	B	9.4	A
Franklin Street at Camino Del Norte	4.9	A	7.3	A
Diamond Drive-Railroad Canyon Road at Mission Trail-Lake Shore Drive	11.2	B	22.1	C
Diamond Drive-Railroad Canyon Road at Casino Drive-Auto Center Drive	7.9	A	12.8	B
Railroad Canyon Road at I-15 SB Ramps	10.7	B	27.6	C
Railroad Canyon Road at I-15 NB Ramps	8.6	A	8.4	A
Railroad Canyon Road at Grape Street-Summerhill Drive	12.7	B	23.8	C
Main Street at I-15 SB Ramps	14.8	B	37.0	D
Main Street at I-15 NB Ramps	20.6	C	11.2	B
Main Street at Camino Del Norte	12.2	B	20.8	C

Source: Supplemental Traffic Impact Analysis, October 2014.